

## COLLECTOR IN CANAL ZONE

Herman A. Guder, of North Carolina, Has Been Named.

### A NEW CHAIRMAN ELECTED

John J. Mackey Chosen Head of the Democratic Executive Committee.

(Special to The Times-Dispatch.)  
ACHESVILLE, N. C., July 18.—Herman A. Guder, son of Hon. H. A. Guder, United States consul to Panama, has been appointed deputy collector of Customs and Shipping Commissioner at Ancon, in the canal zone of the Isthmus of Panama.

Mr. Guder is well acquainted with the customs and manners of the people of Panama and is thus especially fitted for the position to which he has been appointed. He has spent a number of years on the Isthmus as secretary to his father, and only returned to this city three or four months ago. He left the latter part of June for the Indian Territory with the expectation of going to business, but after remaining there but a week, returned to Asheville and has since left for Panama.

**MACKEY CHAIRMAN.**  
At a meeting of the Democratic County Executive Committee and the Democratic candidates for office, at the courthouse, John J. Mackey was elected chairman of the Executive Committee and W. Spears Reynolds, vice-chairman. The committee left the session of a secretary to the chairman and candidates. The chairman, Congressman Guder and others, addressed the meeting.

Secretary Charles L. Badger, of the Democratic Executive Committee, was the unanimous choice for secretary, but he has declined to continue to hold the position. Mr. Badger has been closely identified with the work of the Democrats in this county for a number of years and during the last campaign was the regular elected secretary. He has filled the position with conspicuous ability, and his determination to withdraw is received with universal regret.

**JUST IN TIME.**  
A Southern excursion train from Claremont to Asheville had a narrow escape from disaster near Azula, while making the run from the top of the Blue Ridge to this city. The train consisting of five coaches and carrying over four hundred passengers was making fast time down the mountain when the engineer saw a man running toward the train waving a danger signal.

The emergency brakes were applied and the train was brought to a standstill, just as the front wheel of the engine struck the rails and were running on the cross ties. The derailment, it was said, was due to spreading rails, the engine having caused the rails to spread for a distance of forty or fifty feet. A man walking along the track had noticed the dangerous conditions of the road-bed, and was just in time to flag the excursion train.

A very colored aged fourteen, Saturday probably fatally stabbed Dave Slagle (white), aged nineteen, in a stall of the city market. Three wounds were inflicted the most serious being a deep stab in the left side, the knife blade penetrating between the fifth and sixth ribs. Slagle was also cut on the arm and hand. Avery was arrested and is in jail. Slagle was removed to the hospital and the attending physician has little hope of his recovery. Avery said Slagle kicked him.

### BIG JOB COMPLETE

American Bridge Co., of Manchester, Does Great Work.

(Special to The Times-Dispatch.)  
SALISBURY, N. C., July 18.—The iron structural work on the new shop buildings at Spencer has been completed, the work being done by the American Bridge Company of Manchester, Va., to whom the contract was awarded some months ago. The building, which is six hundred feet long and two hundred feet wide and eight feet high, is said to be the largest and strongest of the kind in North Carolina. The work was done in a very short time, and the building was completed in the time specified. The building was erected on a site which was formerly a field, and the work was done in a very short time, and the building was completed in the time specified.

The first Baptist church of this city was dedicated by Rev. J. C. Smith, pastor, on Sunday, July 18, at 10 o'clock. The church is a new building, and the service was a very successful one. The church is a new building, and the service was a very successful one.

### TEACHERS AT EMORY.

This Summer School Is Working With Great Enthusiasm.

An ardent believer in summer normals writes from Emory and Henry College: The summer school at Emory opened on July 5th and is having a most successful session. The attendance is large and increasing every day. There are teachers present from nearly every section of the State, from Lee county to Lee county. This school is a great opportunity for teachers, who show their appreciation by their excellent work. A more enthusiastic body of teachers would indeed be hard to find. In addition to the work of a strong corps of instructors, frequent talks and lectures are being made by prominent people interested in education. The normal opened with an eloquent and inspiring address by Dr. H. C. Hening of Bristol. The evening of July 12th and part of July 13th were given to the Co-operative Teachers' Association, presided over by Superintendent E. H. Russell. Dr. R. G. Waterhouse, who is a member of the association, presided over the meeting. The school was fortunate and happy in having the leading address delivered by Dr. J. W. Smith, Superintendent of Public Instruction.

The school is looking forward with much pleasure to the coming of Dr. J. W. Smith, Superintendent of Public Instruction.

### STUMBLED AND WAS BITTEN BY A SNAKE

(Special to The Times-Dispatch.)

BRISTOL, TENN., July 18.—George McMillan stumbled and fell while picking raspberries in the woods near Bristol. He went down hands foremost, and his right hand came in contact with a cobra rattlesnake. The venomous reptile bit him on the end of the middle finger. His life was saved by prompt and reliable treatment, but the hand is black and badly swollen yet.

### Adjourn for Term.

The Chancery Court of the city of Richmond will adjourn for the term on Saturday, July 24.

The new term will begin on the first Monday in October. The present term has been on since the first Monday in January.

**90% DROPS**

## CASTORIA

At Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of

**INFANTS & CHILDREN**

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. **NOT NARCOTIC.**

Trade of Chas. Dr. SAMUEL PITCHER

Ample Stock—  
All Scales—  
Lithium Sulfate—  
Ample Stock—  
All Scales—  
Lithium Sulfate—  
Ample Stock—  
All Scales—  
Lithium Sulfate—

A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.

Fac Simile Signature of  
Chas. Dr. SAMUEL PITCHER  
NEW YORK.

At 6 months old  
35 DROPS—35 CENTS.

EXACT COPY OF WRAPPER.

## CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of

*John H. Patterson*

In Use For Over Thirty Years

## CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

## PREPARING INVENTORY

(Continued from First Page.)

office all the afternoon. He will receive the inventory when completed and have the same recorded as the first report of the receivers. In the same manner the receivers will report to the court from time to time all their acts and procedure and all information obtained by them as to the business, finances and interests of the three co-ordinated properties. No change in the policy nor in the operation of the properties will be made for some time, if at all. The officials in active direction of the various departments of the work have been retained in their same positions at the same salaries by the receivers. Just how long the receivership will continue is as yet a matter of the purest speculation. Until they shall report and make recommendations to the court no idea can be formed of the possible action of their services. Meanwhile the proceedings instituted in the Corporation Court of Petersburg by

Messrs. Fisher, Davis and Rogers continue to be heard, an will be concluded in a few days, according to present expectations. In that proceeding receivers are being asked for the Virginia Passenger and Power Company alone. Just what would be the effect in the event the application were granted and other individuals were named as receivers by Judge Mullen in the State court. It is difficult to foresee. It is not considered likely, however, that any conflict between the State and Federal courts will ensue. The business of the railway lines of this city and suburbs Sunday, the first day under the receivership, was unusually large. Travel to and from the parks in the afternoon and evening and on the city lines during business hours and in the evening yesterday were above the average, the warmer weather causing more general patronage of the trolley lines. It makes no difference to the public whether the trolley lines are operated by the controlling corporations or by the receivers, provided only as good service and schedules are maintained.

**History of the Lines.**  
The following epitome of the history and financial operations of the co-ordinated corporations now in receivership is correct and inclusive, tracing the career of each company and of the component companies from their inception to their amalgamation:

The Virginia Passenger and Power Company was incorporated under the name of the Virginia Internal Improvement Company by act of the General Assembly of Virginia, approved February 3, 1901, and by its charter was authorized to promote, establish and maintain the business of a general electric railway and internal improvement company. Its minimum capital stock was fixed at \$100,000, with the right to increase the same without limitation, and the company was given authority to acquire by lease or purchase and to operate any other railroad company or companies, or any company incorporated for the purpose of manufacturing or furnishing electricity for private or public use. It was also given the power to consolidate and combine with any other company or companies upon such terms as might be agreed upon, under its own name or the name of such other company or any other name that the companies so consolidated might agree upon. It is especially to be noted that the charter gave the company the right to change its name, and the company did change its name, and is now operated under its new designation.

**Properties Acquired.**  
The Virginia Passenger and Power Company acquired various properties as follows: The Southside Railway and Development Company of Petersburg, which was already mortgaged to secure a bond issue of \$100,000; the Virginia Electric Railway and Development Company, whose plant is at the south of Twelfth Street in Richmond, and which was already mortgaged to secure a bond issue of \$150,000; the Westhampton Park Railway Company, bonded for \$200,000, \$150,000 of which were issued and are now outstanding.

On the 18th day of June, 1902, these companies were merged into the Virginia Passenger and Power Company. Under the terms of this merger the Virginia Company continued in existence with an authorized capital of \$3,000,000, divided into shares of \$100 each, and assumed all the obligations of the constituent company.

By ordinance of the Common Council of Richmond, approved December 23, 1900, and by act of the General Assembly of Virginia, approved March 2, 1901, the Richmond Passenger and Power Company was incorporated, with a capital stock of \$300,000.

The Richmond Passenger and Power Company acquired the following properties:

- From the Richmond Railway and Electric Company, all its railway rights, privileges and franchises, subject to a mortgage to the Atlantic Trust Company of New York, to secure an issue of \$2,000,000 face value of 5 per cent. bonds. Of these bonds all but \$125,000 face value have been retired.
- From the Richmond and Manchester Railway Company, all its property, subject to a bonded debt of \$400,000, which bonds were guaranteed by the Richmond Railway and Electric Company.
- From the Seven Pines Railway Company, all of its property, subject to a bonded debt of \$150,000, all of which bonds have since been retired.
- From the Manchester Railway and Improvement Company, all of its property, subject to a bonded debt of \$50,000, which bonds have been retired.

Other property acquired was that of the Fairmount Traction Company and the Riverview Railway Company. The Passenger and Power Company subsequently acquired 524 shares of the capital stock of Brookland Railway and Improvement Company.

**The Bond Issue.**  
By mortgage deed of trust dated January 1, 1902, the Richmond Passenger and Power Company conveyed all of its property to the Merchants' Trust Company,

of New York, to secure an authorized issue of \$3,000,000 of its consolidated 5 per cent. bonds, and by mortgage deed of trust dated July 1, 1902, it conveyed subject to the lien of the existing mortgage all its property and franchises to the Atlantic Trust Company, of New York, to secure an issue of \$1,000,000 face value of its debenture 5 per cent. bonds due July 1, 1910. On December 18, 1901, the Virginia Internal Improvement Company acquired 6,200 shares of common stock of the Richmond Passenger and Power Company, being a majority of the outstanding stock, and since that date its successor, the Virginia Passenger and Power Company, has acquired other stock of said company, so that the Virginia Company is now the owner of the capital stock of the Richmond Passenger and Power Company, consisting of 1,125 shares of preferred stock and 1,472 shares of common stock.

On January 23, 1902, the Virginia Passenger and Power Company acquired from the Richmond Passenger and Power Company all of its franchises lying in the city of Manchester and county of Chesterfield with property and franchises appertaining thereto, which had formerly been acquired, as already stated, and also the line known as the Seven Pines line, the Lakeside line, all of which property and franchises were acquired, subject to the liens aforesaid.

On June 3, 1902, the Virginia Company acquired from the Richmond Passenger and Power Company the Main Street line, the Reservoir line, the Riverview branch, the Fairmount line, West Leigh Street line and Barton Heights line.

**The Traction Co.**  
By ordinance of the Council of Richmond, approved August 28, 1903, and by act of the Board of Aldermen, approved January 12, 1904, the Richmond Traction Company was incorporated with power to construct and operate street railways and a general electric business. Its capital stock was fixed at not less than \$100,000 nor more than \$2,000,000, and the company was given authority to acquire by lease or purchase and to operate any other railroad company or companies, or any company incorporated for the purpose of manufacturing or furnishing electricity for private or public use.

By indenture dated June 9, 1902, between the Richmond Traction Company, the Virginia Electric Railway Company, having a capital stock of \$1,000,000, bonded for \$600,000; the new Mechanicsville Turnpike Company, having a capital stock of \$110,000; the Home Electric Company, owning certain outlying franchises in the city of Richmond; the Seven Pines Park and Land Company, the Brook Turnpike Company, the Highland Park Company, having a capital stock of \$250,000; the Northside Viaduct Company, owning the Fifth Street viaduct, and having a capital of \$25,000, 145,400 of which is owned by the Virginia Company; Upper Appomattox Company, owning water rights along the Appomattox River.

**Heavily Mortgaged.**  
That seems to be all the property owned by the Virginia Passenger and Power Company, and it appears to an outsider that every underlying property mentioned is mortgaged up to its full intrinsic value. But that, however, is a matter of opinion. But it is the opinion of men who ought to know the value of such properties that few, if any, of them would sell for more than the bonded debt. On one of the \$150,000 bonds thus issued, \$182,000 should be certified by the trustee and delivered at once to the Virginia Passenger and Power Company for its possessions; that \$300,000 should be set aside to retire the consolidated mortgage bonds of the Richmond Passenger and Power Company; that \$1,000,000 should be retained to retire the debenture bonds of the Richmond Passenger and Power Company, and it appears to an outsider of the Southside Railway and Development Company, \$1,000,000 to retire the bonds of the Westhampton Park Railway Company, the remaining \$3,000,000 to be retained by the trustee and delivered from time to time.

### Lame Back Stiff Joints Contracted Cords

These afflictions have made thousands of life long cripples. Thousands of cripples have been cured permanently by the use of the best and most reliable of all family remedies.

**Hamlin's WIZARD OIL**

Penetrates the Pores of the Skin Reaches the Seat of the Trouble Relieves the Pain Cures the Disease

Why not try it? It can do for you what it has done for others.

C. S. Burrell, Dennison, Tex., writes: I suffered for years with Lame Back caused from inflammation of the Kidneys. Sometimes I could not straighten up and at times could not turn in bed. Hamlin's Wizard Oil has cured me and I feel better than I have in thirty years.

John Ogden, Willow, Cal., writes: I had Rheumatism in my hand so badly that the joints became stiff and I had not been able to close the hand in two years. A few applications of Hamlin's Wizard Oil removed the Contractions of the Cords and I have since had entire use of my hand.

There is only one Wizard Oil—Hamlin's—bottle blown in the bottle. Signature "Hamlin Bros." on wrapper. Take no substitute. 50c. and \$1.00.

**HAMLIN'S COUGH BALM**

Heals the Lungs. Wards off Consumption. 50c. and \$1.00.

**Hamlins Blood and Liver Pills**

For Torpid Liver and Constipation. 25c.

**AYURVEDIC HERB TEA**

Induces Sleep. Refreshing Sleep. 50c.

For Sale and Recommended by

**ALL DRUGGISTS**

only upon the delivery to it of a resolution of the board of directors of the Fallway company, stating the additional property, to acquire which the said bonds are issued, and the cost thereof, or, in case such bonds are desired for the purpose of paying for betterments then set forth specifically, the character of said betterments, and the cost thereof, and in either case also stating the price at which said bonds are to be sold, which shall not be less than 90 per cent. of their face value.

Mr. Fisher charges that by the terms of a certain agreement dated December 22, 1902, between Frank Jay Gould and Helen Miller Gould, commonly called an "adjustment agreement," it is provided that the absolute control of the Virginia Passenger and Power Company and the Atlantic Development Company should be placed in the hands of the Goulds, and that they should have the privilege of paying off certain debts of the company mentioned in the said contract and also of advancing certain moneys for the company, in consideration of which they might take in satisfaction the bonds of the Virginia Passenger and Power Company, secured by its mortgage for \$15,000,000, at less than 50 per cent. of their face value.

**Counter-Charges.**  
On the other hand, the Virginia Passenger and Power Company charges that the bonds of the Richmond and Manchester Railway Company, aggregating \$400,000, never came into its hands, and that Mr. Fisher at a meeting of the Richmond Passenger and Power Company held on January 16, 1902, caused a resolution to be passed authorizing the directors of the board of directors and officers to sell and deliver to him \$200,000 face value of the debenture bonds above mentioned at the rate of 90 per cent. of their face value, and that Fisher having previously obtained possession of \$200,000 of said bonds for which he has now accounted to the company, which, together with the \$200,000 aforesaid, made up the total issue of \$1,000,000. The answer of the Virginia Passenger and Power Company to Fisher's bill says that the company is informed and believes that this claim of Fisher is untrue, and that the bonds came into possession of the \$200,000 of debenture bonds was in pursuance of a resolution of the board of directors of the Richmond and Manchester Railway Company, and that the said Fisher attempted to pay for the said bonds by causing the company to issue a false credit to himself to be made on the books of the company, which were kept by Lewis E. Spencer, who had been the confidential clerk of Fisher, and was entirely under his control. It is further alleged that not one dollar of the proceeds of either the said \$200,000 of bonds or the said \$200,000 of bonds actually came into the treasury of the Richmond Passenger and Power Company, the whole amount being absorbed by the fraudulent charges and entries made on the books of the said company, under the direction of the said Fisher. It is further alleged that a lawyer, in the case now heard, has caused the value of these bonds.

It will be seen from this that, although the underlying properties of the Virginia Passenger and Power Company were mortgaged up to their throat, the Virginia Passenger and Power Company, which acquired the properties, made another large issue of bonds only a part of which were to be used in taking up the bonds of the underlying companies and some of these bonds, were taken by Mr. Fisher without giving due compensation, if the allegation of the company is to be believed. If, however, the case is to be believed, other bonds were sold to the Goulds at less than 50 per cent. on the dollar.

**A Jump in Stock.**  
Another remarkable statement is that the stock of the Virginia Passenger and Power Company was arbitrarily increased from \$3,000,000 to \$15,000,000. It is reported that this was done at the suggestion of a certain person, who is now in the hands of the law, and that the company which had undertaken to finance the Virginia Passenger and Power Company, as the bonded debt of the company was out of all proportion to the capital stock. The bonded debt could not be reduced, so the capital stock was arbitrarily increased five-fold.

It is alleged in the bill of the Bowling Green Trust Company, which company prevailed upon Judge Waddill to appoint a receiver, that the Virginia Passenger and Power Company has failed to pay its taxes due upon its property on January 1, 1904, and is still in default; that it has failed to keep up the insurance on some of its properties, as agreed to; that it has repeatedly defaulted on its interest, and now owes large sums to the holders of its coupons. The complainant further alleges that during the year 1902 the company, complainant, failed to earn its fixed charges over and above operating expenses, and that the results of operating of said properties for the year shows total deficit of \$648,922.80, and that the floating debt of the Virginia Passenger and Power Company on December 31, 1903, aggregated the sum of \$2,056,923.45.

It should be stated here that the interest on the bonds of the Traction Company has been paid since this bill was filed.

Everybody knows that most of the lines of the Virginia Passenger and Power Company are able to pay their operating expenses and a fair profit on a fair capitalization. Some of the branch lines, such as the Seven Pines line, the Westhampton line and the Reservoir line, do not pay of themselves, but they are good feeders, and the Richmond system as a whole is a paying system. There is good reason to believe also that the Manchester line and the line between Richmond and Petersburg are money-makers. The Virginia Railway and Electric Company, at the foot of Twelfth Street, which has developed the water power at Richmond, is also a paying institution, according to the best information to be had. It is also a fact that the business of these lines has been increasing, and is doubtless better to-day than ever before in their history. Indeed, there is reason to believe that Mr. Gould took hold of the various properties because he saw that this was a growing community, and that the lines had a bright future. But by reason of over-capitalization by loaning the companies down with debt, all the properties are forced by circumstances into the hands of a receiver. It is an object lesson not only for Virginia, but for the whole country.

**WALKING AGAINST DEATH**  
Man Has Traveled 14,000 Miles on Foot and Is Still Going.

BYRACUSE, N. Y., July 18.—To ward off the ravages of consumption, Charles E. Norris, of Denver, sixty-four years old, has walked 14,000 miles since August 8, 1901.

He has just reached Byraces, and declares that he intends to keep on walking for his health until he dies. Friday night he slept on the floor of a railroad signal tower at Minoa.

The shoe he is now wearing are the sixty-ninth pair since he started out. He carries an overcoat, which serves him as a mattress.

Spending \$300 for treatment at the hands of physicians, he started out on his wanderings and he says: "I have walked all over the States, and in the Southern States as far as New Orleans. I weigh 138 pounds, and the best of it is that I am well and hearty."

**Musn't Go in Bars.**  
Councilman Morgan R. Mills, of Jefferson Ward, will at the next meeting of the lower branch offer an ordinance to prohibit the sale of alcoholic liquors in the city.

The ordinance is proposed to protect the morality of the youth of the city.

## GREATEST SPECIAL SALE

—OR—

## HIGH-GRADE PIANOS

ON RECORD.

\*\*\*\*\*

### We Must Sell Every Piano in Our Store in Ten Days.

\*\*\*\*\*

They go regardless of value, as we must be rid of them. **FOR THREE WEEKS** piano-buyers have been flocking our store, because they knew that when The Cable Company advertise a special sale they are sure to save money by purchasing at that time.

\*\*\*\*\*

**NECESSARY** improvements in our store has made it necessary to sacrifice our tremendous stock of high-grade pianos to get them out of the way of the workmen.

\*\*\*\*\*

**WE** offer you the highest grade pianos on the market at exceedingly low prices to get the pianos off of our hands and avoid paying storage upon them while work is being done in our store.

\*\*\*\*\*

**Think of Saving \$100** on one purchase. You can do better than this by purchasing from us during this sale.

\*\*\*\*\*

**SPECIAL DISCOUNTS** ranging from \$25 to \$200 are offered—including three full-sized new high-grade UPRIGHT PIANOS FOR \$150 CASH EACH. These are strictly first-class pianos and you will do well to see them.

\*\*\*\*\*

### NOTICE THE PRICES THIS WEEK:

|                                    |       |
|------------------------------------|-------|
| \$600 Pianos will be sold at ..... | \$490 |
| \$550 Pianos will be sold at ..... | \$390 |
| \$450 Pianos will be sold at ..... | \$325 |
| \$350 Pianos will be sold at ..... | \$269 |
| \$300 Pianos will be sold at ..... | \$237 |
| \$250 Pianos will be sold at ..... | \$190 |

\*\*\*\*\*

Our special sale embraces all of the famous line of Pianos manufactured by The Cable Company. The most widely known and generally satisfactory line of Pianos on the market. Extraordinary inducements to Organ purchasers of

**MASON & HAMLIN AND CHICAGO COTTAGE ORGANS.**

**TERMS:** We will make terms as low as \$1.50 per week on Pianos; we will make terms as low as 50c. per week on Organs; we will make terms as low as 50c. per week on Square Pianos. We will offer you Square Pianos at prices ranging from \$15 up. Don't forget the place.

\*\*\*\*\*

## THE -CABLE- COMPANY,

213 EAST BROAD STREET.

Largest Piano and Organ Manufacturers in the World.

J. G. CORLEY, Manager.

\*\*\*\*\*

## PAID UP CAPITAL \$2,800,000.

Our prices and terms are right, ranging from \$15.00 to \$80.00. Liberal allowances for old machines, any make.

**NEEDLES AND OIL** for all kinds of machines.

**THE STANDARD SEWING MACHINE CO.,**

S. B. LUCY, Manager, Phone 2905, No. 400 E. Broad St.

\*\*\*\*\*

## STANDARD

**ROTARY SHUTTLE SEWING MACHINE**

\*\*\*\*\*